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CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

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25X1

COUNTRY USSR (Ukrainian SSR)

SUBJECT Town of Odessa

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1. A breakwater called volnolom. Length 700 to 800 meters; width four or five meters and height four or five meters.
2. Automatic lighthouse, height five or six meters, steel construction; called pervy mayak volnoreza.
3. Automatic steel lighthouse.
4. A concrete breakwater called volnorez. Length 300 meters, width four or five meters and height six or seven meters.
5. Automatic concrete lighthouse called mayak Odesski. Height ten to 12 meters.
6. A breakwater of cement blocks. Length 250 meters; width five or six meters.
7. Automatic floating buoy; height two or three meters.
8. An open space which covers a distance of about 1500 meters along the shore. For storage of imports.
9. An open space called Severnaya Gavan. For exports.

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25 YEAR RE-REVIEW

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10. An open space called Ugolnaya Gavan where coal is unloaded or loaded.
11. An open space called Voyennaya Gavan. Used as the naval base of the port of Odessa.
12. There is an anchored former passenger ship at this point. This ship is used as a naval training vessel.
13. Naval supply base headquarters; two-story brick building, 25 x 10 meters. There is an observation and signal station on top of the building.
14. One-story building, adjoining the above building; 50 x 40 meters. Naval warehouse.
15. A two-story building, 30 x 15 meters. Tickets for passengers going to Kherson, Nikolayev, the Crimea, and the Caucasus are sold here.
16. A space called Zavodskaya Gavan; for minor repairs to merchant ships.
17. Two floating drydocks for repair of ships up to 6,000 tons. One is being repaired at an intensive rate. The other dock is in good condition, and is equipped with four electric cranes, each of which can lift ten to fifteen tons.
18. Neftyanaya Gavan; area where kerosene, gasoline, and turpentine are unloaded from ships to the quay by rubber hoses, thence to storage tanks by underground pipes, and from there by tank car to various points throughout the Soviet Union. There are 15 to 20 large storage tanks, each about 15 meters high and 20 meters in diameter, located at a site called Sklady Nobelya near the southeast fringe of Soldatskaya Sloboda (No. 70) between Khadzhibaiskaya Doroga (No. 72) and the Voznesensk railroad, and approximately one to one-and-a-half kilometers from the other nearby railroad. There are ten to 12 petroleum storage tanks, of about the same size, at a site called Neftyanoye Baki, between Nos. 24 and 25 and the nearby railroad switch leading to the flour mills.
19. Platonovski Mol; length 250 to 300 meters, width 60 to 70 meters, and height about three meters. There are eight to ten electric cranes on the mole, four or five to each side. They are each capable of lifting five to fifteen tons, and move on rails parallel to the railroad track. Each crane has four wheels. They can move only on the mole, but not on the quay, which has its own cranes.
20. Concrete mole called Severny Mol. Length 400 meters; width 60 to 70 meters and height about three meters. There are five electric cranes on one side of the mole, and four on the other side, in an arrangement similar to No. 19.
21. a. Prakticheski Mol; dimensions are the same as No. 20. This mole was almost totally destroyed during the war, but by the end of 1948 had been 50 percent repaired, and work was proceeding at a rapid pace. There are two electric cranes, each with a capacity of 10 to 15 tons, near the end of the railroad track at the south end of the mole.  
b. There are no cranes on Moles Nos. 22, 24, 25. The total number of cranes on all the quays and moles is about 90. There are also three floating steam cranes in the harbor, each of which is capable of lifting about 50 tons.
22. Concrete mole called Arbuzni; length 450 to 500 meters; width 50 to 60 meters and height three meters.
23. Automatic lighthouse (similar to 2 and 3).
24. Mole called Khlebnyy Mol. Length 100 to 150 meters; width 15 meters and height three meters.
25. Concrete mole called Neftyanoi Mol. Length 300 meters; width 40 meters; height three meters.

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26. Automatic lighthouse (similar to 23).
27. Angliiski peregruzhatel; machinery used in loading bread on ships.
28. An elevator called pervy elevator; for unloading grain. There is a two-story building (50x20 meters) here which contains electrical machinery capable of receiving up to 8,000 tons of grain. Sixteen cars can unload simultaneously, eight on each of the railroad sidings.
29. Two-story Port warehouse, 60x20 meters.
30. Kontrolny punkt (control point). Naval MVD Control Section; two-story (12x8 meters). The meteorological station of the port is housed on the second floor.
31. Vtoroi elevator (for storing grain). Five thousand ton capacity.
32. Two one-story stone buildings. Each 40x15 meters. Still called Artilleriiskie sklady, but may not be an arsenal.
33. Krasniye Pakgauzi. Customs warehouses. Four three-story stone buildings (each 50x30 meters).
34. Two-story stone building (70x35 meters). The port authority and the customs house are housed in it.
35. Railroad station of the port.
36. Two buildings, which constitute the old Marti shipyard. Rebuilt after the war. Some 2,500 (men and women) laborers work there. Of this number some 600 are German war prisoners. Most of the Germans are craftsmen. There are 20 to 25 electric cranes, and one floating steam crane capable of lifting 50 tons.
37. Primorskaya Street.
- 38-39. Two new buildings for the Marti shipyard. Each has a length of 100 meters and a width of 30 to 40 meters.
40. Narrow road which connects Marti shipyard with Primorskaya Street.
41. Old steel railroad bridge; 10 to 12 meters long.
42. Square called Yarmarochnaya Ploshchad.
43. Space called Luzanovka where there are many summer resorts and a children's sanatorium. Shore is suitable for swimming.
44. Old steel railroad bridge. Length 20 meters.
45. Moskovskaya Street.
46. Kotovskaya Doroga.
47. Nikolayevskaya Street.
48. First State Flour Mill, now out of order.
49. Second State Flour Mill. War damages being repaired.
50. Fifth Tannery.
51. Sugar Factory. War damage being repaired.
52. The Police Station of Peresyp district.
53. Unidentified.
54. Electric power plant. Supplies electricity for the entire town.

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55. Smaller electric power plant, damaged during the war.
56. Zavod Selmash; farm machinery and tool factory. Some 2,000 prisoners and 3,000 to 4,000 laborers work in this factory on three daily shifts.
57. Camp for prisoners and laborers.
58. Zavod Krasnoi Gvardii. Factory for the manufacture and repair of various motors. Two hundred workers.
59. Slaughterhouse.
60. Cold storage building.
61. Village of Kryzhanovka. Barracks for marines located here.
62. A naval observation post, and permanently installed heavy artillery guns.
63. Railroad station of Sortirovochnaya, on Odessa-Voznesensk line.
64. Old steel railroad bridge. Length 25 meters.
65. Mountain called Zevakhovaya Gora which extends 30 kilometers northward. Height 200 meters. Naval observation posts on the dominating heights of the mountain and permanent installations for guns.
- 66-67. a. Khadzhibeiski and Kuyalnitski Limans. Both are about 800 to 1,000 meters wide, and extend about 30 kilometers northwards.
- b.  German PWs in Odessa. 25X1  
 were housed in a building between the two flour mills (Nos. 48 and 49), which before the war was a wheat storage warehouse for one of the flour mills. The PWs worked in various industries in the city. 25X1
- c.  the Soviets planned to deepen both Khadzhibeiski and Kuyalnitski Limans to make them suitable for light fleets. This work started in 1947 or 1948. The brooks connecting the Limans and the sea were also to be deepened, but nothing had been done toward this in 1948.
- d.  the brook of Khadzhibeiski Liman is about three kilometers long, three or four meters wide, and two or three meters deep. The brook has its starting point at the sea and runs along the eastern side of area No. 56, passing below the Odessa-Voznesensk railroad line and Khadzhibeiskaya Doroga and then runs into the Liman. 25X1
- e. The brook of Kuyalnitski Liman is 1.5 to two kilometers long, five to six meters wide, and about three meters deep. It starts at the sea and runs along the western side of Luzanovka (No. 43), cutting in between the Sortirovochnaya railroad station and the railroad bridge (no. 64), passes below the Odessa-Voznesensk railroad line, and runs into the Liman.
68. Kuyalnitakaya Doroga.
69. Baltovskaya Doroga.
70. Populated district called Soldatskaya Sloboda.
71. Four railroad bridges.
72. Khadzhibeiskaya Doroga.
73. Stalin Street.
74. Slobodskaya Doroga.
75. Theater called auditoria.
76. An area in which many municipal hospitals are found. These hospitals are called second hospitals.

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77. Radio Station
78. Military airfield rumored to be here.
79. Perekopskaya Pobeda Street.
80. Novoselskaya Street.
81. Tiraspol'skaya Street.
82. Dalnitskaya Street.
83. A street (name not known), which leads to airfield (No. 84).
84. Civil airfield.   
  - a. Entrance
  - b. Garage for four or five cars.
  - c. A one-story warehouse.
  - d. A one-story building (25x8 meters); waiting room for the passengers, ticket office, and baggage room.
  - e. Weather balloon fixed on pole approximately 15 meters high.
  - f. Asphalt platform (25 meters long and 2 meters wide) where passengers embark.
  - g. Parking area, for as many as 100 aircraft.
  - h. Parking area, for 10 to 15 Douglas aircraft.
  - i. Radio aerial, approximately 20 to 25 meters high.
85. Khimicheski zavod, oxygen factory (sic). Composed of three or four old pre-war buildings; one story, but higher than usual; 50-60 meters long and 10-15 meters wide. The buildings suffered war damage, but had been repaired by 1948. The factory was working at full capacity, and employed about 2,000 workers, most of them prisoners.
86. Fabrika Dzhutovaya; jute bag factory.
87. Freight yards zastava. A railroad line leads from here to Kotovsk.
88. Formerly the city's third cemetery.   
 approach to the area is forbidden.   
 it was made into an underground airfield during the war.
89. Tannery called Dalnitskaya.
90. Tovarnaya railroad station.
91. Tramvainoye Depo (street car depot).
92. Street (name unknown).
93. Zavod 9-ogo Yanvarya. Composed of three one-story buildings, about 70-80 meters long and 25-30 meters wide. The plant employs 2,000 to 2,500 workers, of whom approximately 800 are prisoners. During the war tanks were produced by the factory. At the present time railroad cars are manufactured and locomotives repaired;  various type cranes are also produced at this plant.
94. Steel railroad bridge.
95. Central prisons.
96. Main cemetery.
97. Malaya railroad station

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98. Concentration camp; prisoners are housed in the old buildings of factory No. 93.
99. Central water-reservoir.
100. Glavnaya railroad station.
101. Kulikovo Pole square.
102. Gymnasium.
103. Mukomolny Institut. or flour-milling institute.
104. Artilleriiskaya Shkola; Artillery School, a four-story building.
105. Stable of Artillery School.
106. Pekhotnaya Shkola; Infantry School, which is eight to nine kilometers away from the village of Lyustdorf (No. 107).
107. Village of Lyustdorf, situated about 16 kilometers from the center of the city.
108. Area where there are sanatoria, country houses, and hot baths.
109. Arkadiiskaya Street.
110. Frantsuzski Boulevard, along which there are sanatoria.
111. Uninhabited area; sandy ground.
112. Shevchenko Park, covering an area of about 1.5x2 kilometers.
113. Novorybnaya Street.
114. Bolshaya Arnautskaya Street.
115. Bazarnaya Street.
116. Ouspenskaya Street.
117. Troitskaya Street.
118. Zhukovskaya Street.
119. Politseiskaya Street.
120. Grecheskaya Street.
121. Deribashovskaya Street.
122. Stanovaya Street.
123. Lanzharonovskaya Street.
124. Khersonskaya Street.
125. Knyazhenskaya Street.
126. Sofiyevskaya Street.
127. Narishchenski Spusk.
128. Matrosski Spusk.
129. Koblevskaya Street.
130. Konnaya Street.
131. Torgovaya Street.
132. Preobrazhenskaya Street.

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133. Aleksandrovski Prospekt.
134. Yekaterinovskaya Street.
135. Lenin Street.
136. Pushkinskaya Street.
137. Kanatnaya Street.
138. Engels Street.
139. Levazhovski Spusk.
140. Polski Spusk.
141. Voyenny Spusk.
142. Gogol Street.
143. Old viaduct made of concrete, 30 meters long and 15 meters wide.
144. Main Post Office on Gogol Street (No. 142).
145. Theater.
146. Large stairway called Lestnitsa Bolshaya, composed of 100 to 120 steps; about 15 meters wide.
147. Stairway made of stone, called Torgovaya, with 197 steps.
148. Park called Feldmana, extending along both sides of the stairway (No. 147).
149. Area where there are many first class municipal hospitals and clinics.
150. Khersonski police station.
151. Main market place.
152. Square on which are located the Morskoi Institut and the Fiziologicheski Institut. The Morskoi Institut occupies two old three-story buildings, about 40-50 meters long and 15-20 meters wide. Merchant Marine officers attend this institute, for refresher courses. The Fiziologicheski Institut occupies a three-or four-story building, 50-60 meters long and 15-20 meters wide.
153. A small garden called Gorodskoi Sad.
154. Prefecture.
155. Town Hall.
156. Office of the Communist Party for the city of Odessa.
157. Two stairways made of stone.
158. State Bank.
159. Komsomol (Communist Youth) office.
160. The Grecheski Most viaduct.
161. Politseiski Most viaduct made of concrete.
162. Infantry barracks; three-story building (100x40 meters). The 51st Battalion is quartered here; since the war this has been called the Perekopskaya Battalion. The soldiers of this battalion drill in the garden of No. 112 Engels Street, opposite the barracks.
163. Five-story building where the headquarters of the police (MVD) are housed.

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164. MGB building.

165. Main police officers club, a three-story building.

166. Two-story building where the records of the MVD and MGB are kept.

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